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COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO.

25X1

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TOPIC A Survey of Jernuchen Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT prior to 13 January 1952

DATE OBTAINED

DATE PREPARED 2 F. January 1952

REFERENCES

PAGES 3

ENCLOSURES (NO. & TYPE) 4 four sketches on ditto

REMARKS

SOURCE

1. In early November 1951, the improvement of Jernuchen airfield was completed. An imminent re-occupation of the installation was indicated by the arrival of an advance party. It was to be expected that one of the two bomber regiments previously stationed in Jernuchen would return there from Jueterbog where they were in November. That this assumption was correct was indicated by the observation of a number of shipments [ ] which were 25X1 [ ] which were 25X1 dispatched from Jueterbog to Jernuchen after 28 November. Fuel shipments dispatched from Jernuchen for Unit [ ] the CATBs 25X1 of the two jet bomber regiments in Jueterbog, indicated that these two regiments would move in the near future. The transfer to Jernuchen of the flying personnel of the regiments was effected on 6 December, and their presence there as well as the resumption of flying was confirmed after 7 December.

2. Between the end of December 1951 and 17 January 1952 concordant reports were received which present the following picture: 25X1

a. Aircraft available at the field included [ ] and 24 P-2s. These aircraft were either parked in the aircraft dispersal areas or in the tree hangars of the field. One source reported that it was not possible to take a type 27 plane into a hangar because its rudder assembly was too high. This statement contradicts the information furnished by another source, according to which all the hangars at the field are of the same size, i.e. 100 x 50 meters and eight meters high at the front. (1) The number of type 27 and 30 planes observed in Jernuchen indicates that not all the aircraft of the two regiments were transferred from Jueterbog to Jernuchen. In Jueterbog, the two regiments definitely had about 80 planes of these two types. Some of these planes probably remained in Jueterbog, while others were presumably turned over to the Southern Bomber Division. Jet bombers were observed at Finsterwalde and Cottbus airfields, which are occupied by units of this division, on 10 and 16 January 1952 respectively. Judging by fuel shipments dispatched to Finsterwalde and Cottbus airfields from the Riesa fuel depot, which previously served only the jet bomber units of the Twenty-Fourth Air Army, it is inferred that the P-2s of these regiments are being replaced by jet bombers. All the reporting sources definitely observed both type 27 and 30 aircraft in Jernuchen. The type 27 plane had a plexiglass nose and a

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belly blister housing a radar set, while the type 30 plane had no such belly blister or plexiglass nose but a second cabin. The type 27 plane was fitted with an antenna extending from an about 20 centimeter rod, which projected from the right rear end of the plane, to the upper corner of the rudder assembly. From a point about one meter below the upper corner of the rudder assembly a lead-in led to the tail gunner's station, while another lead-in was observed between the antenna rod and the pilot's cockpit. Another source also observed this antenna in addition to a second one which extended along the fuselage from the front of the cabin to the plexiglass nose.

b.

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c. On 11, 13 and 20 December and on all days between 26 and 29 December 1951 flying by type 27 and 30 planes was observed. According to concordant information furnished by two sources, the planes which took off from east to west rose at station [redacted]. This indicates that their take-off run was about 1,000 meters. The aircraft climbed rapidly and had reached an altitude of 1,000 to 1,200 meters when over Berneuchen. The flights observed lasted from 10 to 20 minutes. Some of the planes took off several times, but no change of pilots was observed. The nose wheels and main landing gears were extended only shortly before the planes landed. After taxiing to the western end of the runway, the planes taxied to the hardstands in front of the hangars. Never was it observed that flames emanated from the jet engines of the planes. On 20 December, type 30 plane [redacted] after touching ground at the half-way point of the runway taxied 30 meters beyond its western end and sank in mud almost up to the jets. Two Stalin type caterpillar tractors towed the plane back to the runway. During the night of 13 December, four take-offs were made. Contrary to the original arrangement, lamps spaced 40 meters were available only on the south side of the runway. Four red lamps spaced 50 meters were observed 50 meters from the western end of the runway. The eastern end of the runway was marked by red lights, arranged in the form of an arrow, and a red obstacle light was placed on top of the church spire in Berneuchen.

d. The radio truck with antenna was observed at the field when flying was conducted there. Only the construction of the runway approach beacon south of Hirschfelde, in the eastern extension of the runway, was reported by several sources. (3)

e. According to several sources, the permanent fuel dump of the installation is scheduled to be built in the wooded area southeast of the airfield barracks installation. (4) At present, the dump occupies an area of about 1 1/2 hectares in the northern portion of the field. The area is not fenced in and 46 fuel tanks, each of them with a capacity of 24,600 liters, are stored there temporarily. The fuel tanks available would, therefore, have a total storage capacity of approximately 1,2 million liters. Since two bomber regiments are stationed in Berneuchen, this would indicate that fuel storage facilities for about 500,000 liters are available at Soviet Zone airfields occupied by one air unit. A temporary road six meters wide is being built of broken stones and gravel from the fuel dump to the western end of the field. (5)

f. A newly erected bomb and ammunition dump was observed in the northern portion of the field. (6) The dump is surrounded by a barbed wire fence and guarded by sentries with dogs. During the period from 2 to 13 December 1951, bomb shipments continually arrived at the dump; the largest

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shipment observed consisted of 12 railroad carloads. The bombs were hauled to the bomb dump without delay. The 150-kg bombs, which were packed in boxes, were stored either in the six sheds available at the dump or in the open. On 19 December, the loading of these bombs on aircraft was practiced in front of hangar 7 and at some hardstands on the field. Of the 12 bombs deposited beside each of the planes involved, only eight were lifted into the bomb bays and suspended there. After one hour, these practices were discontinued, and the bombs were again packed into their boxes. However, these boxes were left beside the aircraft.

- g. One source reported that the storage of pipes at the field adequate for a pipe line about 1,500 meters long indicate that it is intended to continue the drainage system. (?) In regard to the present drainage system from station 36 to station 27 plus 10 meters, where the western collection unit begins, the water is drained by means of covered gutters running along the edges of the runway. Other gutters drain the water from station 36 to the eastern collection unit at station 46. (8)
- h. A sketch of the course of the airfield spur track was obtained. (9) This information was confirmed by several other sources. The various measurements on the sketch were determined from the number of rails laid. It is planned to build a spur 1.5 km long to the bomb dump in the northern portion of the field and another spur of the same length to the planned permanent fuel dump in the wooded area southeast of the barracks installation. (10)
- i. It is planned to surround the entire airfield by a fence. According to concordant information furnished by the reporting sources, a portion of this board fence has already been completed. (11) There is a board fence about 2.3 meters high to the south and west. In the future, it will no longer be possible to observe the field from these directions. The fence is continuously patrolled by guards whose sectors overlap each other.
- k. A total of about 800 workers of the Bau Union firm were still stationed at the field and will probably remain there for the winter. Two hundred of them were observed doing levelling work in the eastern portion of the field during the reported period. Construction work proper is scheduled to be resumed in the spring of 1952, when it is allegedly planned to build the northern section of the circular taxiway and hardstands.

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Comments.

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(1) For sketch of these hangars, see Annex 3.

(2) 

(3) For location of the beacon, see Annex 1.

(4) For location of the fuel dump, see Annex 1.

(5) For location of the road, see Annex 1.

(6) For location of the bomb and ammunition dump, see Annex 1, for details see Annex 4.

(7) For detailed sketch of the drainage ditch along the runway, see Annex 3.

(8) For location of the stations,  This information furnishes 25X1 details on the portion of the drainage system not covered by the original drawing attached 

(9) For sketch, see Annex 2.

(10) For planned course of these spurs, see Annex 1.

(11) For location of the completed part of the board fence, see Annex 1.

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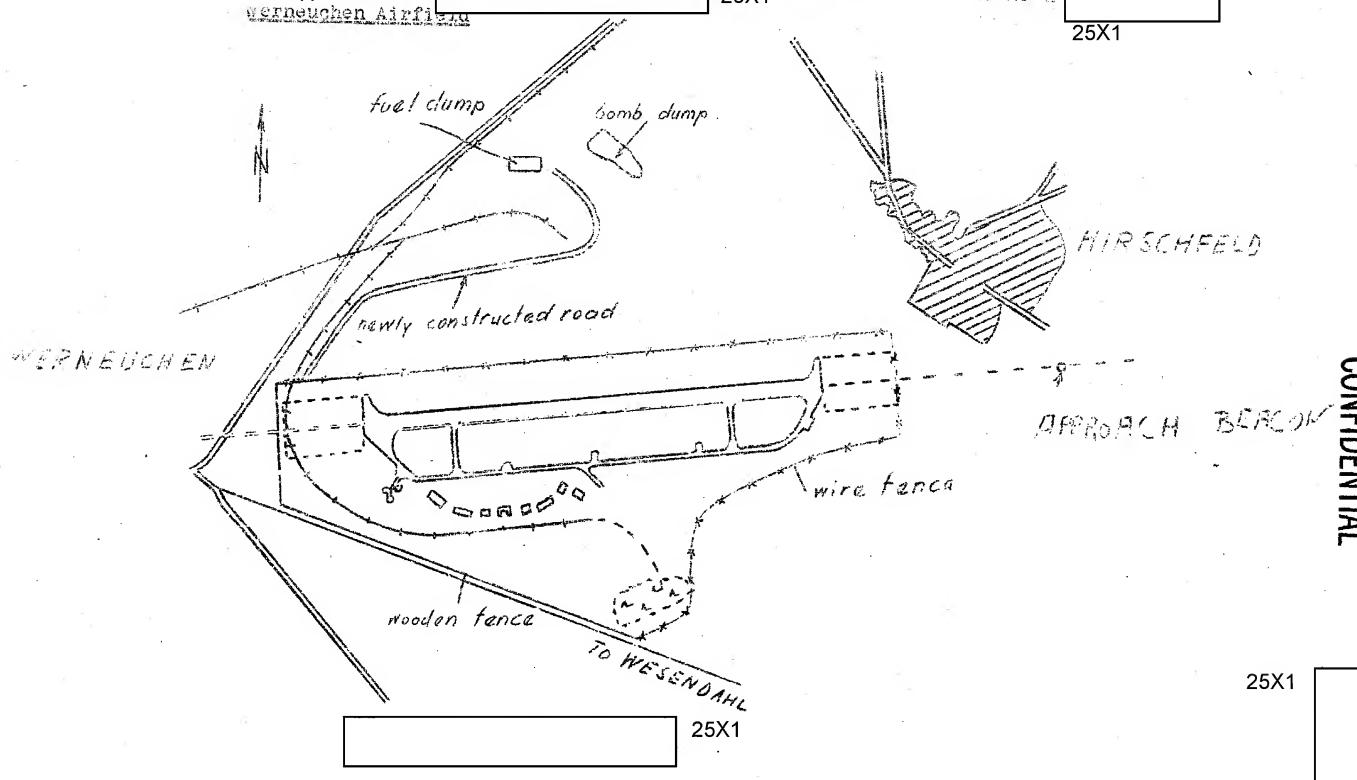
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Werneuchen Airfield

Annex 1

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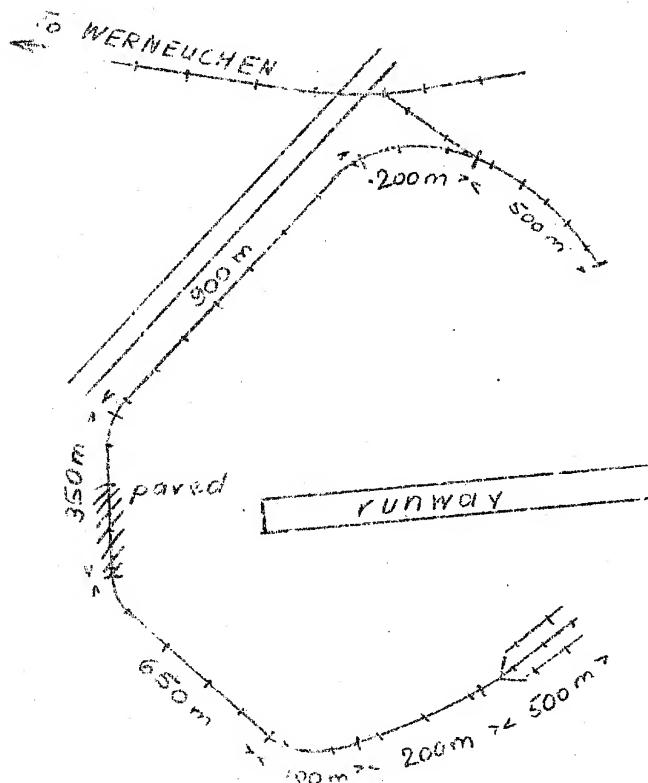
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Location of Spur Tracks, Runway and Fence at Werneuchen Airfield



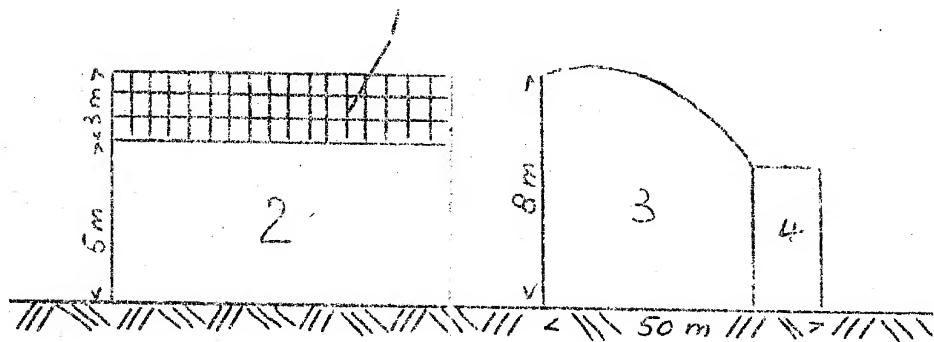
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Front and Side Views of Hangars at Werneuchen



Details of Drainage System for the runway at Werneuchen

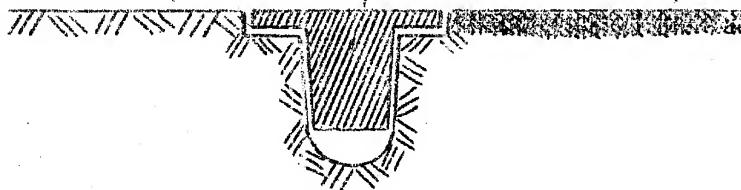
drainage, ditch

RUNWAY

CROSS-SECTION

concrete

RUNWAY



top view of drainage ditch

grass



RUNWAY

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Layout Sketch of Bomb and Ammunition Dump  
at Werneuchen

